

Comprehensive Energy Plan for the United States
6-4-04

Dwight D. Eisenhower joined the Expeditionary Force in 1919 which trudged across the United States and from that experience he had the federal interstate system built after WWII. William P. Cramer is the writer and designer of this plan. He has attended countless U. S. Senate briefings and interviewed numerous Senators on the subject of energy. William P. Cramer is a member of the Republican Presidential Roundtable, the Republican Senatorial Inner Circle, and the President's Club of the Republican National Committee. There is an old expression that someone has to grab the bull by the horns and we are going to build it this way for the following reasons.

The purpose of this design patent is to provide the strategic thinking for the big picture or the magnificent vision to bring prosperity to the American people. Today it is totally unnecessary for Americans to be paying \$2.25 for unleaded gas and \$42.00 a barrel for crude oil when we have the capability to be working towards energy self sufficiency. High energy prices from all forms of energy are sucking billions of dollars out of our economy and American wallets making us uncompetitive in the market place internationally as well as at home. Today we are in an Economic War where the American farmer and worker are being strangled. Our country and its future generations disparately need this application to be approved. The United States is in economic quick sand with ballooning deficits. Every time one buys an item from Walmart that is made in China, China in turn purchases a U.S. Treasury Certificate. General Motors is investing 3 billion dollars in plants and equipment in China. They think it is the hottest market because only 1 in 4 Chinese drives a vehicle. China is already putting a huge drain on world oil supplies. Once the China vehicle market heats up we will really be in trouble. The American farmer and worker need cheap renewable energy sources to compete in a free trading global world.

This new energy grid for the transportation of crude oil, refined petroleum products, ethanol from various commodities, and natural gas will bring back the American dream. It will bring prosperity to the American farmer, working man, and create hundreds of thousands of jobs.

The problem with the present pipeline system is that it was built randomly along the Gulf Coast and deep south like a series of cats paws running northwest and northeast from the producing wells. Each cats paw creates a monopoly which is ideal for price gouging the consumer. There is no lateral flow completely across the United States. Most of the system was built 50 years ago and is archaic in design which makes it impossible to be compatible with the latest design of safety features and valves. Building a completely new highly designed state of the art pipeline system is most effective.

My vision of a new 21st century energy system is like a gigantic numeral IIII imposed on a map of the United States with the top of the IIII being the interstate median of I-80 and the bottom of the IIII being I-10 running coast to coast. What we are really doing is building a back up transportation system for the strategic petroleum reserve in case we get hit by terrorists attack or when the key pipelines fail in Arizona. The transportation system will have the capability to pump in both directions. Since a refined pipeline system can transport up to 40 different products it can make a totally new system used by all producers economically feasible. An example of one new product is Smithfield Foods, Inc of Milton, Utah using waste from 500,000 hogs to make biodiesel, a renewable vehicle fuel of which 15 million gallons were used in the United States last year. Biodiesel is an alternative fuel that can be made from any fat including vegetable oil and used cooking oil. Soybeans are processed for making biodiesel.

Presently ethanol is scheduled to replace MTBE in gasoline because of ground water contamination in most areas like New York and California. Replacing Methyl Tertiary Butyl Ether (MTBE) in California will take 580 million gallons of ethanol. MTBE is scheduled to be replaced in every state across the nation by next year. A totally new ethanol pipeline system needs to be created for ethanol farm products because of the huge volume of ethanol that America will consume in the future. The present method of shipping ethanol is by over the road tanker truck for short hauls under 200 miles for regional use. It can also be shipped down the Mississippi in river barges, but during the winter the river runs low and they run aground making it an unreliable consistent transportation system.

Most ethanol plants in the upper Midwest sell to brokers who ship it primarily by railroad tanker cars which hold approximately 4000 gallons. This adds 8 to 10 cents per gallon in freight from the center of Iowa or Minnesota to California or New York.

Senators Schumer and Clinton fight ethanol because it is going to cost the people of New York an extra 8 to 10 cents per gallon. Senator Schumer hates the damage done by the use of MTBE polluting ground water, but does not know the benefits of ethanol. Senators from New Jersey and Maryland fight it for the same reason, but yet they let their people suffer from smog and unclean air.

The solution is building a two way ethanol pipeline system running completely across the United States. The Northern Route would be along I-80 in the median right away where ethanol can be delivered costing 1 1/2 to 2 cents per gallon for example Iowa where I-80 passes through Illinois, Indiana, Ohio and Pennsylvania, to New York, etc. Farmers, the forgotten people in politics, will have expanded markets for their products converted to ethanol. Minnesota, South Dakota, North Dakota, Kansas and Missouri will have connector legs which will transport ethanol to the main I-80 trunk line. All of these states will be able to pass on lower shipping costs to the American people. Other feeder legs can tie into this primary system from Wisconsin, Michigan, and Tennessee. The trunk line will pass through Nebraska, Colorado, Wyoming and on to the West coast to California.

Wyoming has huge coal deposits which could be converted to electricity to solve the state of Washington electric problems by building a high powered transmission line along the right away.

These energy grids will be build above and below ground in the interstate medium and right a way.

As of 11-20-03 corn ethanol could be produced in Lakota, Iowa near the center of the Iowa-Minnesota border at approximately (\$. 85 per gallon) and even adding \$.02 per gallon freight , we have a product that could be a big boom to the United States with a new transportation net work.

Ethanol is produced by taking starch from corn and mixing enzymes with it to produce sugar which is converted to ethanol in a process similar to alcohol brewing. This is simplifying the process but the bottom line is that one gets usable ethanol.

Ethanol can be produced from dried beet sugar and we are coining a new term called beet ethanol.

Since our new pipeline system will be passing through areas which grow sugar beets like South Dakota and Colorado, the manufacturing process can be stream lined to crush the sugar beets coming out of the field to produce beet ethanol. This can be done by building a plant using slightly different equipment. The plant and equipment would cost roughly \$25 million and employ hundreds of people. Each 40-million plant established will support nearly 700 new, permanent jobs and generate \$1.2 million in new annual local and state tax revenue. Besides being a renewable energy source and reducing harmful emissions, ethanol pumps more than \$6 billion per year into the U.S. economy. Each plant drives up the price of corn almost \$.09 cents per bushel for a 50 mile radius of the plant.

Ethanol can be produced from potatoes which is 100% starch making it a boom to farming industry in Idaho and people living in the Red River Valley. This report is coining a new term called potato ethanol. Last year farmers were giving 100 lb potatoes away and were happy to get \$.50 per hundred weight.

All of these commodities are price sensitive.

The Southern states running along the bottom of our gigantic numeral IIII which is I-10 will be ecstatic about having an ethanol pipeline running across America plus a crude oil pipeline connected to the strategic oil reserve, plus a refined products pipeline, and a natural gas pipeline

Cane sugar which is produced in states like Florida and Louisiana can be converted to cane ethanol. This report is coining another term called cane ethanol. Cane ethanol can be produced for under a \$1.00 per gallon using slightly different equipment. This type of plant would cost roughly \$25 million and

would provide hundreds of jobs. The sugar cane can be crushed coming out of the field and processed into ethanol. The state of Hawaii can produce ethanol from sugar cane and mix it with the slurry from Dole pineapple trimmings.

Domestic sugar producers have been threatened with cheap imports with NAFTA, FTAA, and other free trade agreements. Cane ethanol plants need to be built in Clewiston, Florida by U.S. Sugar and other states like Louisiana and Hawaii and funded in the next energy bill in the house and senate or with possible loan guarantees. Ethanol plants should also be funded in Colorado, Idaho, and other states to prove producing ethanol from sugar beets, potatoes, sugar cane is cost effective. Other price sensitive commodities which are wheat, barley, rice and sorghum need to be explored for ethanol use. The steam which is reused before being released into the air to power a steam turbine electric generator to create electricity from an ethanol plant. This is another innovative idea.

Since 30% of the United States total energy consumption will be coming from the mid section of Africa for years to come, we will have the capability to pump African crude oil coast to coast using I-10 or I-80. We will be able to process African crude oil in California refineries which will be unloaded on the Atlantic Sea Board and pumped across the United States for less than a nickel a gallon. The oil tanker will not have to go through the Panama Canal. The same concept is true that we could unload Russian Crude oil or Alaskan Crude oil on the West Coast in California and process in refineries on the East Coast for home heating oil without going through the Panama Canal. The enlarged crude oil pipeline along I-10 has the capability to receive crude oil from Mexico. The I-80 pipeline for crude oil has the capability to receive crude oil from Alberta, Canada.

Another reason to build this crude oil pipeline is that it has been found that one can inject ethanol into low producing stripper wells or wells that have been previously capped or possibly dry and untapped oil deposits will float to the top. Using new technology America may have more oil reserves that can be transported in this new crude oil pipeline system.

A new enlarged natural gas line would be built a few feet from the I-10 crude oil pipeline to receive natural gas from the Gulf of Mexico or Mexico itself running on to California. The refineries located near I-10 could refine the natural gas for Americas use instead of burning it off and creating smog. There are huge deposits of Natural Gas on public lands in Wyoming but no way to get them out. The I-80 route will pass near there and have the capability to move natural gas to California and Washington to the East Coast. It will be large enough to handle a new supply of natural gas from Canada.

There is a new proposed 745mile natural gas pipeline to be built by Warren Buffet of Mid America Energy Holding of Des Moines, Iowa. It will be 48 inches in diameter and traverse along Alaska's North Slope to another proposed 48inch pipeline from Alaska's border to Canada's Yukon territory to undersized systems in the United States. This gives further merit to start planning and implementing this comprehensive energy plan!

The Artic National Wildlife Refuge commonly known as ANWR being opened will not make the United States energy independent. But it will reduce U.S. dependence on foreign oil, shrink country's trade deficit, and at the same time, provide jobs, state and local tax revenues, and royalty payments to the federal government. A 2004 U.S. Energy report found that ANWR would yield 876,000 barrels of crude oil per day. However, 876,000 barrels per day is equal to 36,792,000,000 gallons of gasoline, jet and diesel fuel, heating oil and other products. This is more than 8.5 times the amount -100,000 barrels per day- that some lawmakers are demanding that President Bush release from the Strategic Petroleum Reserve. According to the Energy Information Agency report, the United States will import 70 percent of the oil it needs by 2025; if ANWR is developed, it will still import about 66 percent of its oil. While the difference may not sound like much, it amounts to \$12 billion the U.S. would ship overseas. ANWR would supply as much as 20 per cent of the entire annual production in the United States. To put this in the right perspective ANWR contains between 6 billion and 16 billion barrels of oil under its frozen expanse. If only 6 billion barrels of oil were recovered in ANWR, in a time of emergency, ANWR could deliver enough oil to the United States to free us from dependence on Iraqi oil for 50 years or from Saudi Arabia for 30 years. ANWR's oil could create 2.2 million jobs, according to the National Defense Council Foundation. This paragraph

contains excerpts from an article written by H.S. Burnett, a senior fellow at the National Center for Policy Analysis.

Canada has reserves of 4.4 billion barrels. Their average production is 2.8 million barrels per day of which 2 million is crude oil.

The United States reserves are 22.2 billion barrels. Our average production is 8.1 million barrels per day of which 5.9 million is crude oil.

Mexico has crude oil reserves of 26.9 billion barrels. Their average production is 3.6 million barrels per day of which 3.0 million is crude oil.

The purpose of the I-10 grid is build feeder pipeline legs for crude oil, natural gas, and a refined pipeline legs to Mexico. Mexico's output should be double from these figures. Mexico's average production with modern equipment could easily exceed the United States total average production. New refineries can be built much easier south of the border. This would help create jobs and bring prosperity to Mexico. There would be less immigration and pressure on our health and welfare system. This would raise the standard of living for the Latinos and they would be able to buy more American products. The ethanol pipeline on I-10 would not be connected to Mexico at this time. This would aid in filling our strategic oil reserves and help keep down energy prices.

Presently General Motors produces E85 vehicles like Tahoe trucks, Yukon trucks, and Suburban SUV's plus E85 Silverado and Sierra pick ups which can burn up to 70% ethanol per tank fill-up. Indianapolis race cars burn 90% ethanol and a 10% gas petroleum mix.

The Bush Administration needs to mandate new U.S. Energy Standards that all cars and trucks driven in the U.S. be able to burn up to 70% ethanol and 30% unleaded gas or burn 50% ethanol and 50% diesel fuel by January 1, 2005. The same standard would apply to all construction and farm equipment produced by manufacturers who belong to CIMA (Construction Industry Manufacturers Association) or the Farm Equipment Manufacturers Association. This would include all semi trucks, dump trucks, motor homes, school buses, and greyhound buses. The Department of Defense could be huge users of ethanol, which would consume huge quantities of excess commodities. This would also apply to all state and federal as local government driven vehicles. This would apply to all trucks designed by Oshkosh Truck Corp. produced for the U.S. Military. The M-1 tank could have the standard and it would give it increased performance. The new standard would include all sport fishing boats, tugs, and train locomotives that now burn 100% diesel fuel. Numerous studies by engine manufacturers will be spawned from this report.

The United States of America would be the world leader with the highest pure air standards of any country. This would help clear up all of the highest smog producing cities like New York, Chicago, and Los Angeles. All of these cities have huge health and environmental problem.

Since MTBE is scheduled to be replaced by ethanol all car and truck manufacturers, have up graded their engines which have improved gaskets and seals. Technically the engines that would burn 70% ethanol with 30% unleaded gas are all the same parts, except for the catalytic converter that senses the amount of oxygen that the carburetor would burn. Older vehicles could burn unleaded gas with 10% ethanol or just simply switch out the catalytic converter to the new mandated style, which would burn 70% ethanol and 30% unleaded gas. The Bush Administration should mandate the G.M. style E85 catalytic converter.

The benefits of burning 50% ethanol with 50% diesel are 25% increased power, less pollutants, which create smoke and smog, less condensation in fuel tanks, which collect water and grow algae and slime. This would help take the water out of fuel and prevent algae growth. All of the older equipment with older diesel engines can burn this new mixture without hurting their engines. The writer of this report has a 1989 Ocean Sportfishing boat with two 300 h.p. Detroit Diesel engines that would relish having this new fuel mixture available.

This report will have world- wide ramifications and it may set new standards for fuels, engines, and air quality emissions. Another benefit could be that the people of Afghanistan could be growing corn for food

or wheat for a cash crop instead of growing poppy seeds for opium. We could be shipping American made farm equipment for foreign aid! An ethanol plant could be a new symbol of hope in that country.

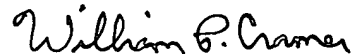
This comprehensive energy plan has integrated four sensitive items- energy, renewable energy, price sensitive commodities, and pure air standards. The goal has been to make America the world leader in pure air standards and the world leader in renewable energy sources.

How could these new energy grids be financed and built? The answer is individual consortiums of principals would invest in their individual grids. Natural gas suppliers would invest in their natural gas grid. Refined pipeline producers would invest in their grid. Farm ethanol producers would invest in their grid. Crude oil refiners would invest in their grid. Once started and planned on a national level by FERC., and the U.S. Army Corps of Engineers the individual systems would then be privatized! Any patents or trademarks obtained from this report will be assigned to a charitable foundation.

How can we see if these various commodities can be used for ethanol use? We can conduct several batch studies with Iowa State University, Ames, Iowa and ex/ Midwest Grain Processors of Lakota, Iowa in the off season when they are down for maintenance. The Texas Rice Dealers Association could donate and pay the shipping for the rice. The Florida Sugar Cane Producers could donate the sugar from sugar cane and pay the shipping. The Idaho Potato Dealers could donate the potatoes and pay the shipping. The potatoes may have to be run threw a Vermere brush chipper, but we could make it work. The Kansas Wheat Dealers Association could donate the wheat and pay the shipping. The only way we can become energy self sufficient is to test new ideas. America needs a diverse portfolio of energy resources to meet its future needs. This report will spawn numerous reports, articles, and studies which will create new cottage industries. New products and processes will come from the byproducts and distillates from ethanol commodities. America has a fascinating future! There is a company called Global Renewable Energy Partners of La Jolla, California making liquid propane gas from large cattle herds waste which are located near packing houses. The steam from this process can also be used to generate electricity. Chicken waste could also be processed by large corporations like Tyson Foods.

This comprehensive energy plan can be implemented and started to pass the energy committees of the U.S. Senate and the U.S. Congress this year if approved by the U.S. Patent Office. We can restore the glory to old glory, Every city in America can be a beacon of hope. One nation under God, indivisible with opportunity for all.

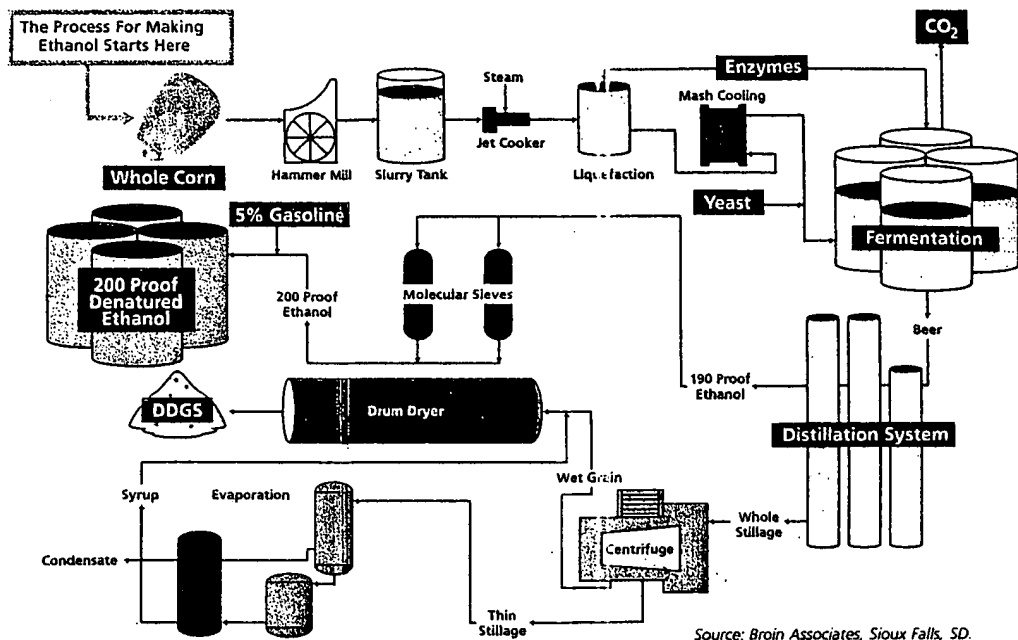
Respectfully submitted,

A handwritten signature in cursive script that reads "William P. Cramer".

William P. Cramer



Monsanto has worked with the ethanol industry to develop a lab process that simulates dry mill ethanol processes. This is used in determining hybrids that can improve a plant's profitability. ISO 17025 compliant data assures confidence in those hybrids.



Ethanol Plant Analyzer

A new tool is available for assessing an ethanol plant feasibility. The Ethanol Plant Analyzer assesses potential price impacts of a new ethanol production plant and allows farmers to run what-if scenarios on how the size and location of an ethanol plant might impact local corn prices.

Montana State University's Kevin

McNew and Duane Griffith developed the tool using research from the bio-fuels industry, agricultural commodity markets and financial analysis tools.

For Emmetsburg, a 15 million gallon per year plant would affect a 20 mile radius with a maximum impact price of 6.30073 cents per bushel. A 45 million gallon

per year plant would affect a 50 mile radius with a maximum price impact of 8.67901 cents per bushel. Finally, a 100 million gallon per year plant would affect a 70 mile radius with a maximum price impact of 10.40762 cents per bushel.

The analyzer is available online at www.extensionecon.montana.edu/

State Average Ethanol Rack Prices

Date: Friday, October 24, 2003

Iowa: 1.4484

Illinois: 1.4643

Kansas: 1.4562

Minnesota: 1.4426

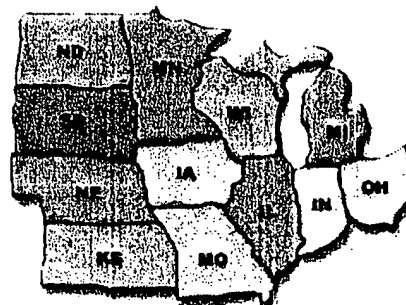
Missouri: 1.4600

North Dakota: 1.4301

Nebraska: 1.4175

South Dakota: 1.4246

Wisconsin: 1.3942



Averages provided by:

AXIS
Petroleum

www.axispetro.com

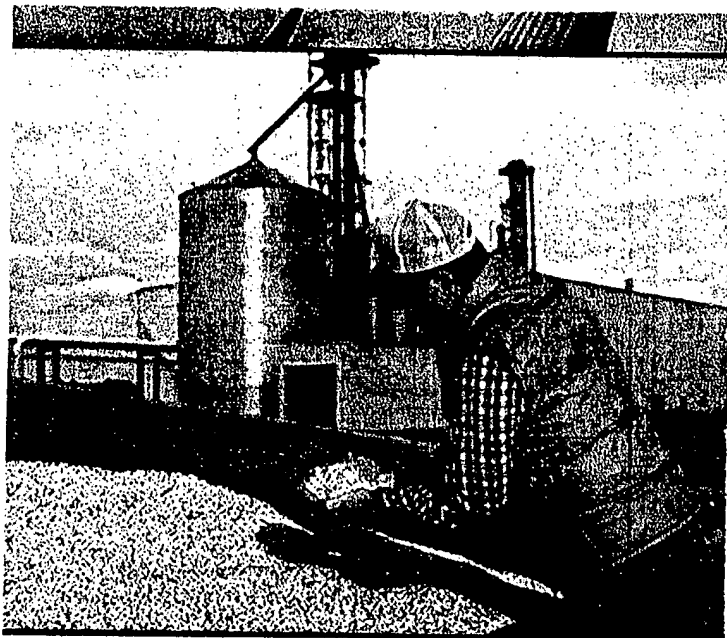


www.ethanol.org

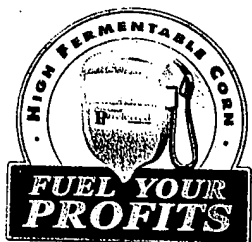
Top Ten Ethanol Production States

#State Million Gallons/Year

1. Iowa 829
2. Illinois 796
3. Nebraska 534
4. South Dakota 416
5. Minnesota 394.6
6. Kansas 109.5
7. Missouri 100
8. Indiana 95
9. Wisconsin 79
10. Tennessee 65



*Each 40-million gallon plant
established will support
nearly 700 new,
permanent jobs and
generate \$1.2 million
in new annual local and
state tax revenue.*



PARTICIPATE NOW AND GET IN THE DRIVER'S SEAT

Supporting your local participating ethanol plant through the *Fuel Your Profits™* program can deliver you substantial discounts on General Motors' E85™ vehicles and more.

- Purchase at least 100 units of Processor Preferred® HFC corn for the 2004 season and commit to the same for 2005 and receive Reward Certificates for:
 - \$5,050 off negotiated purchase price of E85 Silverado® and Sierra® trucks.
 - \$3,100 off negotiated purchase price of E85 Tahoe®, Yukon®, Yukon® XL and Suburban® SUVs.
- Purchase at least 500 units of Processor Preferred HFC corn with biotech traits for the 2004 season and commit to the same for 2005 and receive Reward Certificates for:
 - \$5,050 off negotiated purchase price of E85 Silverado and Sierra trucks.
 - \$3,100 off negotiated purchase price of E85 Tahoe, Yukon, Yukon XL and Suburban SUVs.
 - PLUS ... receive a preferred customer fly in to tour the Monsanto research facilities and meet with their bioenergy researchers.

For more information about the *Fuel Your Profits* program, please contact your local seed dealer or call 1-800-768-6387. Enrollment begins Sept. 15, 2003 and ends Feb. 1, 2004.

Terms and Conditions:

1. GM E85 vehicle(s) must be ordered through a local GM Dealer. (Typical delivery is 6 to 8 weeks after order is placed.)
2. Give your local GM Dealer the Processor Preferred Fuel Your Profits Reward Certificate at the time of ordering your vehicle.
3. 2004 models will be available for order until March 1, 2004. After March 1, 2004, you can order a 2005 model starting July 15, 2004.
4. GM Credit Card points are not eligible to be used in conjunction with this offer.
5. Eligible corn growers can obtain additional Processor Preferred Fuel Your Profits Reward

Certificate(s) through the enrollment website.

6. Processor Preferred Fuel Your Profits Reward Certificate(s) may not be combined with any other offer.
7. Only original Processor Preferred Fuel Your Profits Reward Certificate(s) are valid and will be honored by participating GM dealerships.
8. If local or retail incentives in effect at the time your new vehicle is delivered exceed this certificate, your GM dealer will assist you in receiving the benefit from the difference.

If you have questions, contact your local seed dealer or call 1-800-768-6387 for more information.



Source: Independent economic study conducted by AUS Consultants.

**Processor
Preferred[®]**
HFC

E85
National Ethanol Vehicle Coalition
www.E85.org

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FUELS**

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Lawmakers Rethink Farm Funding Formula

Saturday, June 12, 2004

By Peter Brownfeld

FOX NEWS

WASHINGTON — Washington is subsidizing Fortune 500 companies and the farming operations of celebrities like Scottie Pippen and Ted Turner through the 2002 farm bill, complain critics, who say the bill is a corporate welfare program that subsidizes agribusiness to the detriment of family farms.

According to the **Environmental Working Group** ([search](#)), nearly two-thirds of farm subsidies went to just 10 percent of recipients in 2002.

"Farm subsidies are designed to subsidize large agribusinesses. This is not by accident because large agribusinesses often fund many of the large lobbyists on Capitol Hill," said Brian Riedl, a fellow at the **Heritage Foundation** ([search](#)).

The **Farm Security and Rural Investment Act** ([search](#)) marked its second anniversary last month, prompting lawmakers to review the performance of the legislation. The bill was intended to address a stable food supply for the nation and the maintenance of a safety net for producers when commodity prices drop.

Commodity prices have been strong, reducing the expected cost of the bill, but this year's price tag of about \$20 billion has still raised concerns. Lawmakers, budget watchdogs and even some farm groups say it could be restructured to save money and help small farmers.

"We need a farm bill for food security just like we need an energy bill for energy security," said Sen. **Charles Grassley** ([search](#)), R-Iowa, who received \$162,117 from 1995 to 2002 to support his 710 acres of corn and soybeans.

But even while defending his subsidies, saying he is a lifelong farmer, Grassley, a member of the Senate Agriculture Committee, agrees that spending should be limited and more of the benefits should be going to small farmers.

"Things need to be reformed to have a program that does assist the small- and medium-sized producers," Grassley said in a statement to Foxnews.com. "It is important to have a farm bill to support the small- and medium-sized farmer to protect them from market forces they don't have control of."

Grassley has worked to cap payments at \$300,000 per farm. His office calculated that this limit would save \$1.2 billion a year, and said the legislation is ready to go if the senator can find a vehicle to attach it to.

But some farm groups and lawmakers say that the distribution of hundreds of thousands or even millions of dollars to individual farms may not be excessive. While the prices are high, they say that farming is expensive and government aid is necessary if America is to continue to feed itself. Supporters of the funding say to do otherwise would create a national security risk.

Eleven percent of America's food is imported, but without legislation like the farm bill, that number would be much higher, said Tom Buys, vice president of government relations for the **National Farmers Union** ([search](#)). If the United States were to fall out of favor with a country that it was importing food from, "the consequences are far greater than our reliance on imported oil," he said.

"The bill itself is very focused on providing a source of food and fiber that is safe and plentiful," said Rep. Doug Ose, R-Calif. "A safe, affordable and plentiful supply of food is a national security issue."

Ose, too, is a recipient of farm bill subsidies. His family's farm received over \$600,000 in subsidies between 1995 and 2002. But the lawmaker, a member of the House Agriculture Committee, said he has not been involved in the family's rice farm since 1988.

"For the entire term of my career here in Congress I have purposely stayed out of the family business," Ose told Foxnews.com.

In all, nine lawmakers, five with committee assignments directly impacting farm policy, receive a subsidy as a result of the farm bill.

"There are conflict of interest concerns anytime members of Congress are writing legislation that personally benefits them to the extent that farm subsidies do," said Riedl.

In 2002, 78 farms received over \$1 million each in federal subsidies. Arkansas-based Riceland Foods, a co-operative of 9,000 farmers who mostly produced rice, soybeans and wheat, received \$110 million. Since 1991, subsidies for large farms have tripled while subsidies for small farms have not increased. Among these large farms are 12 operations run by Fortune 500 companies.

Some farm groups bristle at the idea of making a distinction between agribusinesses and family farms.

"It's not corporate welfare. Better than 95 percent of family farms are family-owned or family corporations," said Bob Young, chief economist at the **American Farm Bureau** ([search](#)), which receives much of its funding from large farm operations. In these operations, "the family provides a vast majority of the management and labor."

Young said farm subsidies are needed because other major markets like the European Union and India have export subsidies, and the U.S. government needs to help American farmers stay competitive. He added that a key component of the farm bill is money for land conservation that helps protect wildlife, and argued that having Washington play a managing role in the nation's food supply insures "a bushel too much rather than a bushel too few."

Accusations of being on the government dole sting farmers, said Pat Buschetti, director of government relations for the **National Association of Wheat Growers** ([search](#)).

"I don't know of a farmer who would not much rather say, 'I don't want to deal with the **Farm Service Agency** ([search](#)). I don't want to get government payments. I'm tired of being accused of getting corporate welfare.'"

But, Buschetti said, farmers need legislation like the farm bill to continue receiving a fair wage for the products they are growing.

Reformers have suggested a variety of ways of reducing the government's role in subsidizing farms. Sen. Dick Lugar, R-Ind., has proposed shifting to crop insurance rather than straight payments to farmers. In this way, farmers would be protected from the uncertainties of weather, insect attacks and other potential hazards.

Riedl has his own prescriptions for reform, including completing the phase-out of farm subsidies that was scheduled to begin following the 1996 "Freedom to Farm" law. That plan — abandoned in the 2002 bill — would have replaced farm subsidies with a subsidized crop insurance program and pressured other nations to open their markets.



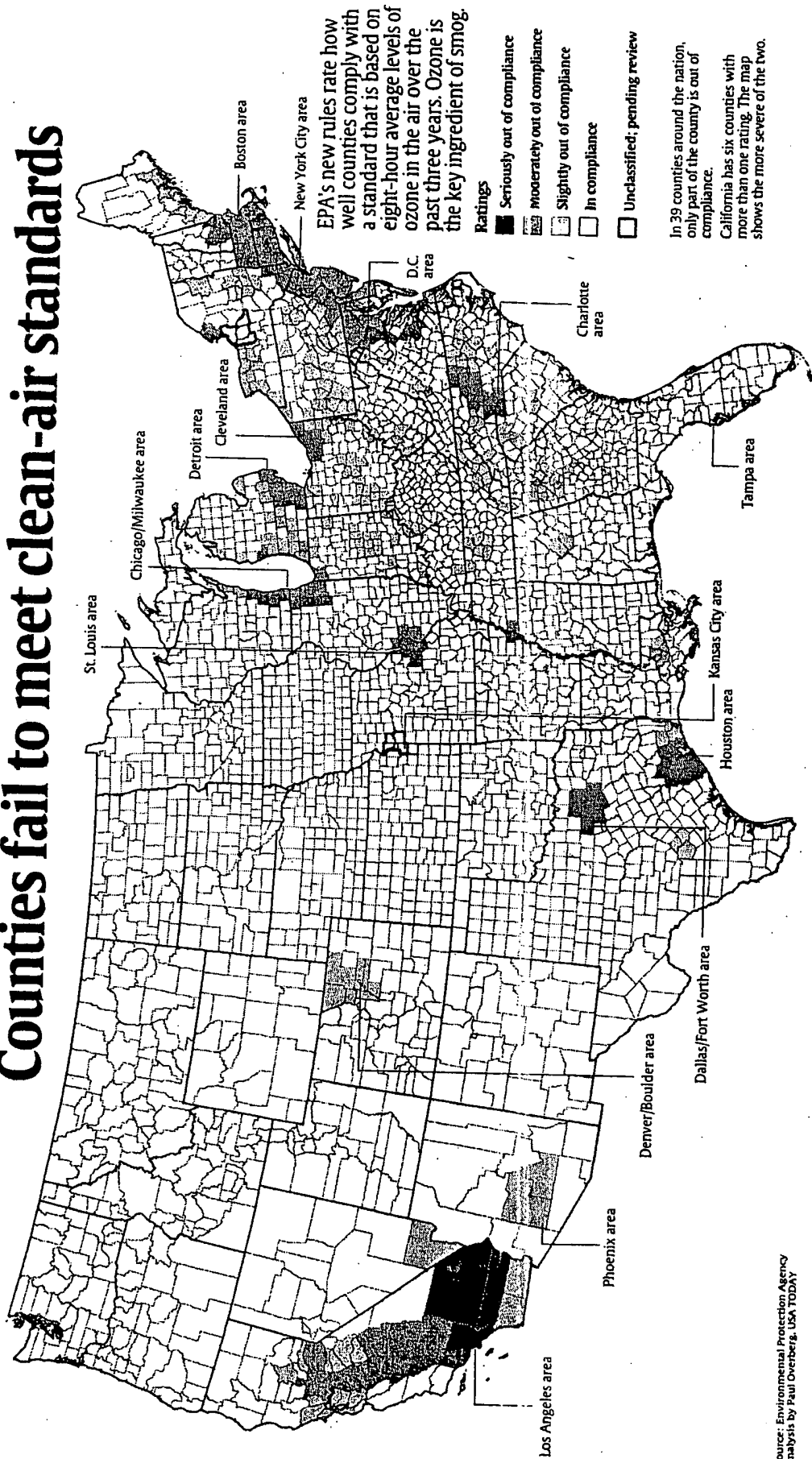
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The nation's air

The Environmental Protection Agency says 474 counties do not meet federal air quality standards. Officials in Los Angeles, whose air is among the worst, say it will be hard to meet tougher clean-air requirements. Tampa, meanwhile, has used strict control measures to become a clean-air model. (EPA releases list, 1A)

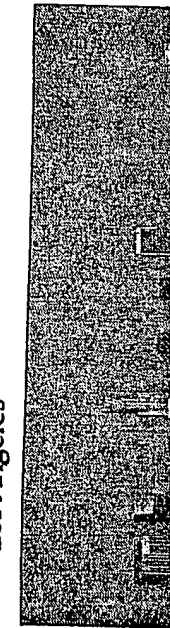
Counties fail to meet clean-air standards



Source: Environmental Protection Agency
Analysis by Paul Overberg, USA TODAY

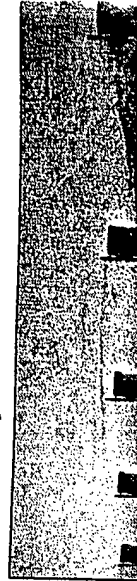
By Dave Merrill, USA TODAY

Population boom taking toll on city's



Los Angeles

Area a model of air-quality control effort



Tampa

INTER CONTINENTAL POWER GRID SYSTEM
 APPLICATION NO 10/05494 FILE NO 2001 CR.
 4-TIER TWO-WAY LATERAL FLOW (EAST TO WEST)
 WITH 4 VERTICAL LINKS RUNNING (NORTH AND SOUTH)

